STUDY ON THE HISTORICAL PRESENCE OF CHINESE NATION IN NORTHEAST CHINA MODERN URBANIZATION: A CASE STUDY ABOUT HARBIN FUCHIATIEN UN-TREATY PORT

Haixuan Zhu, Jiang Chang, Fei Lv, Sai Liu
School of Architecture, Harbin Institute of Technology; Heilongjiang Cold Region Architectural Science Key Laboratory, 150001, Harbin, China
zhuhx1979@hit.edu.cn

Abstract. In late of 19th century, due to special geopolitics, Northeast China became the key area for competition among China, Russia, Japan Britain and America. With the participation of the multi-ethnic people, modern urbanization of Northeast China developed rapidly, which has important historical status in world human and urban development history. At present, most Northeast China modern urbanization studies are based on the historical documents written by Russia, Japan or Britain for their country interests, all of this inevitably led to the historical absence of Chinese nation. Based on this, the paper takes modern Harbin Fuchiatien Un-Treaty Port as specific case, and takes its modern urbanization historical process as research object, through field investigation method, literature research method and oral history research method, to reconstruct the modern urbanization historical process, restore the authenticity of the history, and confirm the historical presence of the Chinese nation, providing the theoretical reference for history study of modernization and urbanization in Northeast China.

Keywords: Northeast China, Harbin, Fuchiatien, Un-Treaty Port, Modern Urbanization, Chinese Nation, Historical Presence

Foreword
In the 17th century, Northeast China, where was the birthplace of the Qing Dynasty, threatened by the eastward advancement of Russia, so the Qing government formulated the policy of “Built City, Defend Territory”（筑成永戍）, constructed the complete post-road system, initiated the urbanization process, and formed the pre-modern system. After the First Opium War in 1840, the weakness of the Qing government and the historical facts of the colony and semi-colony, led to the Western study focused on the demonstration of colonialism ability and national superiority, meanwhile, the Chinese study focused on the criticism of colonialism, invasion and plunder, resulted in the illusion that the urban development in Northeast China was entirely attributable to the impact of the West, severely weakened the “historical presence” of Chinese nation in the late of Qing Dynasty and the early period of the Republic of China, and seriously affected the objectivity and comprehensiveness of the urbanization history in Northeast China.

Harbin, a modern city formed rapidly as with the construction of the Chinese Eastern Railway (C.E.R.), was historically composed of the C.E.R. “Subsidiary Land”, including Harbin City and Harbin Municipality, Fuchiatien Un-Treaty Port of Kirin province and Sunpeichen Un-Treaty of Heilongjiang province. At present, the study of the Harbin urban development history, mainly focused on the C.E.R. “Subsidiary Land”, and mainly referenced to Western literature, however, the historical facts that the Chinese nation implemented “Commercial Warfare” to “Sovereignty Protection” and “Encourage Industry”, and the construction of Un-Treaty Port were neglected, that was universal and representative in the study of the urban development history in Northeast China. Based on this, the paper takes the “Commercial Warfare” and “Protection Sovereignty” policies of Chinese government in late of Qing Dynasty and early of the Republic of China as research background, takes Harbin Fuchiatien Un-Treaty Port as research object, using field investigation method, literature research method and oral history method, to reconstruct the development history, systematically exploring the historical connotation and historical value, confirm the “historical presence” of the Chinese nation, improve the history study of the modernization and urbanization in Northeast China.
1 The Background of Harbin Fuchai Tian Un-Treaty Port

1.1 The Un-Treaty Port Ploicy in Late of Qing Dynasty

As early as 1840s, Wei yuan ever advocated the construction Un-Treaty Port after analyzing he malpractices and benefits of Hong Kong, where became the British colony as the Frist Opium War, “now, the British occupied Hong Kong, who became more and more powerful by trade, and the tax rules compiled by all countries. Why not China constructed commercial port to trade with Western countries?” (Wei Yuan 1979) In the same period, Xia Xie also proposed “large-scale construct commercial port”; to resist “the invasion” through “the trade”. (Shen Yunlong 1989) After the Second Opium War, in 1862, Zeng Guofan firstly used “Commercial Warfare” to introduce Western countries development approaches, “Western countries take the trade as the foundation, and relevant laws are very systematic,” “however, they don’t mind taxing each other, ……Zeng Guofan commended that the Western countries advocate the trade but quite gentlemanly.” (Zeng Guofan 2011) Since then, China gradually formed the thinking of “Commercial Warfare” “Encourage Industry” “Protection Sovereignty”, Wei Yuan and Xia Xie’s proposal about the commercial port construction once again became the focus of social attention. After the defeat of the Sino-Japanese War in 1894, nationalist sentiment becoming high, the call for “protecting the country, protecting the nation, protecting the culture” was widely spread. China, after the study of the Meiji Restoration in Japan, found that the ban on oversea trade would definitely ruin the country, while encouraging oversea trade would be the way of prosperity. In 1896, Chen Chi published the works “Large-scale Construction of Commercial Port”, which detail discusses the significance of the commercial port construction to enrich the country, who believed that “to solve the predicament of China, we should exploit resources to develop industry, encourage trade to promote industry, while commercial port is the place where concentrated the goods and trade with the foreign countries.” Based in this, he clearly advocated that “any regions where are connected to railway, where mineral resources are concentrated, should be founded by state to purchase the land, and be constructed into the commercial port.” (Shen Yunlong 1989) He also believed that the construction of commercial port could effectively resist the invasion, protect the commerce and benefit the people, “if all Treaty Port were constructed by China, the territory would be not invaded, and the sovereignty would be not interfered……large-scale construction commercial port would promote commerce development without damaging the benefit of the people, and promote tax revenue without adding the burden of the people.” (Shen Yunlong 1989) We and found that Chen Chi almost clearly proposed the concept of the Un-Treaty Port. At the same time, Wang Tao, Xue Fu, Zheng Guanzhi all commented and clearly proposed to carry out “Commercial Warfare” to resist political and economic aggression of the Western countries. In June 1898, the Hundred Day’s Reform (戊戌变法) began, in august, the Qing government announced to large-scale construct Un-Treaty Port, “informing the Grand Minister of State, etc. (军机大臣等处): according to the European general regulation, all countries are not allowed to occupy the commercial port. Now the sea ban has been abolished, trade proposed by Western countries, in order to prevent encroachment, the only way is large-scale construct Un-Treaty Port……the generals and supervisors should quickly investigate the situation of each province, if there are geographically well-located area, where the trade is concentrated, is appropriate to be constructed as Un-Treaty Port. Immediately negotiate with the Ministry of Foreign Affairs(总理衙门) to prepare for construction. The Un-Treaty Port construction regulations must be formulated in detail, not allowed to be encroached as foreign settlement, under the premise of ensuring sovereignty, all countries enjoying equal rights. The generals and supervisors should quickly formulate measures and timely report on the construction of the Un-Treaty Port. (Zhu Shoupeng 2016) Since then, Un-Treaty Port, which had been brewing for half a century, had been implemented as the policy of the Qing government.

1.2 The Construction of Harbin Railway “ Subsidiary Land”

After the Sino-Japanese War in 1894-1895, the competition for rights and interests among Western countries in China entered the climax. In June 1896, China and Russia signed “the Sino-Russian Secret Alliance” (中俄军互相援助条约), in September, signed “the Co-organizing Contract of the C.E.R.”, Russian obtained the privilege of the railway construction in Northeast China. With the construction of the C.E.R., Harbin became the equipment distributing center, processing center and engineering command center of the C.E.R. and the SMR (the South Manchuria Railway). Where along the Sungari, as the bulk railway equipment transported by water, the wharf, wood yard, temporary general factory was built and formed the “Dock Area” (Daoli District). At “Harbin Station” (Xiangfang Station), the railway guard camp was built and form the “Old Harbin”(Xiangfang District). (Fig.1) In 1899, the C.E.R. Engineering Bureau complied “the Dock Area Plan”, planning “the Chinese Street” in west of the forage plant of Yuanju Wine Factory (Zhaolin Park). In the same year, complied “the Sungari New Town Plan”, known as “New City”, which centered on the C.E.R. General Office and the Sungari Station (Harbin station). In 1900, the Boxer Movement broke out, Russian took the opportunity to occupy the Northeast China, and largely expanded the railway “Subsidiary Land”. In 1901, Kiri Railway Negotiation Bureau and the C.E.R. Engineering Bureau jointly demarcated, reduced the Harbin railway “Subsidiary Land”, and signed “the
2 The Spatial Evolution of Fuchiatien Un-Treaty Port

2.1 The Spatial Form of Fuchiatien before Opening

Before the C.E.R. construction, Fuchiatien region had formed several natural villages, such as Fujiadian (傅家店), Sijiazi, Taiping Bridge, Quaner River. (Harbin Local History Compilation Committee, 1998) After the C.E.R. construction in 1898, Harbin served as the engineering command center and the equipment foundation, with large number of Chinese workers and businessmen immigrated to Harbin, Led the population of Fujiadian surge. During the C.E.R. construction, Sino-Russian negotiations became more and more frequent, in 1899, Kirin Railway Negotiation Bureau was set up to handle the Sino-Russian railway matters. In 1903, Kiri Railway Negotiation Bureau ever leased the land in northern part of Fujiadian and Sijiazi. (Harbin Local History Compilation Committee, 1998) The period of Japanese-Russian war, Harbin, as the strategic rear, provided the material services for the front army troops, promoted the national industry rapidly develop and the population largely increase again in Fujiadian and Sijiazi. In 1905, Fujiadian set up Binjiang Customs, Du Xueying was appointed as General administration to impose tariffs and handle the railway affairs of Kirin and Heilongjiang Province. In 1906, Kirin General Dagui reported “Russians frequently invaded the land, Chinese and foreigners lived together, the negotiations became frequent. Moreover, the population of Fujiadian became more and more, and the Sungari River guard became more important.” In 1907, Fujiadian set up the Binjiang Hall River Guard Tongzhi (江防同知). (Harbin Local History Compilation Committee, 1998) During this period, although Kirin Railway Negotiation Bureau had leased the land, there was no municipal institute and management system. (Harbin Local History Compilation Committee, 1998) The gentlemen and merchants of Fujiadian, Sijiazi, through the fund raising method, initially constructed the North Frist Street and South Frist Street. (Harbin Local History Compilation Committee, 1998)

2.2 The Spatial Form of Fuchiatien in the Late Qing Dynasty

After the Russo-Japanese War, China and Japan signed “Sino-Japanese Treaty of the Northeast Three Provinces” and “Annex”, Harbin should be “opened as trade port by China”. (Bu Ping, etc. 1987) In January 1907, Harbin was opened as Un-Treaty and began preparation for planning and construction. In April, Kirin General proposed to “establish Harbin Un-Treaty Port Company”, due to New Policy Reform, General system changed to Governor System, the formation was postponed. (Harbin Local History Compilation Committee, 1998) In 1908, He Houqi, Binjiang Hall River Guard Tongzhi, believed the meaning of Fujiadian was too narrow and renamed as Fuchiatien (傅家甸). In 1908, Xi Liang, the Governor of Northeast Three Provinces, considered that Binjiang Hall River Guard Tongzhi “the official rank is too low, not recognized by Russian, hardly perform the duty, and the jurisdiction is too narrow and difficult to manage,” who recommended to allocate the land along Sungari River of Shuangcheng Fu to expand the Binjiang Hall. (Harbin Local History Compilation Committee, 1998) In 1911, Binjiang Hall River Guard Tongzhi was Upgraded to Binjiang Hall Division Tongzhi (分防同知), allocated 61 natural villages in east of the Kucha River and thirty thousand hectares Manchu land cultivated by Han people to
Binjiang Hall, which boundary east to Acheng County, west to Weitang River, south to Qitun Camp, north to Sungari River, east and west long 35 Kilometers, north and south wide 15-20 kilometers, total area over forty thousand hectares. (Fig.3) (Harbin Local History Compilation Committee, 1998) After the opening, Fuchiatien, relying on abundant resources and convenient water and land transportation, gradually became the important material distribution center, export processing center and international commercial port in Northeast China. In 1910, according to “Kirin Official Daily”, the urban built-up area had extended to the east of Sijiazi, about 1.76 square kilometers, north-south streets had constructed including in Chunhua Street, the Frist Street to Fourteenth Street, east-west streets had built, including in Binjiang Street, Zhengyang Street, Taigu Street (west section), Weixin Street, Donglai Street, Baozhang Street, etc. At this time, the urban planning and management system was still in exploratory stage, the street was curved, the road density was uneven, and the width was varied. (Harbin Local History Compilation Committee, 1998)

2.3 The Spatial Form of Fuchiatien in the Early Republic of China

Binjiang Business District Plan and Implementation

After the founding of the Republic of China, in 1913, Kirin Provincial Office, Changed Binjiang Hall Division Guard Tongzhi to Binjiang County, Fuchiatien became the seat of the county government. In 1916, Zhang Zengju, Binjiang Zhishi（滨江知事）wrote the letter to Binjiang Daoyn（滨江道尹）, proposing to expand Sijiazi as new business district, “in the past two years, European War occurred, 70%-80% of Russians in Harbin returned to Russia, leading to business large decline of Pristan, and Fuchiatien began to prosper. In view of this situation, Russian deliberately operate the 8th District and adopted measures such as tax exemption to attract Chinese businessmen. Now the 8th district was releasing land, building roads, advancing rapidly, and becoming more and more prosperous.” “It is an urgent task to open Sijiazi for business, intending to survey the terrain and release the land, constructing the new business district, to resist the Russian and promote local economy.” (Harbin Local History Compilation Committee, 1998) After approved by Kirin Provincial Office, compiled the “Binjiang Business District Plan”, (Fig.4) reorganized Fuchiatien street system, newly-built east part of Sijiazi to business district, filled River Beach to expand urban scope, constructed port to develop trade. The urban built-up area of Fuchiatien largely expanded, west to the 8th district, south to Qinjiagang, east to Quaner River, north to Sungari River. In the same year, Land Survey Bureau（土地清丈局）was established, which was responsible for surveying terrain and releasing land. In July 1917, Binjiang Park was completed. In March 1918, the western section of River Beach landfill project was completed and began to release land. In July, Taigu Street construction was started. By August, there were more than 40 industries in new business district of Sijiazi. (Harbin Local History Compilation Committee, 1998) With the implementation of the “Binjiang Business District Plan”, Fuchiatien had the strong economic foundation to carry out the renewal of Zhengyang Street, just few years, all the buildings on both sides were transformed into three-layer brick and mortar buildings. The prosperity and excitement of Fuchiatien could compared with the Pristan, which was the second to none in Northeast China. (Yue Chiming, 2014)

Binjiang County Business District Plan and Implementation

After the October Revolution of Russia in 1917, Fuchiatien developed rapidly and became crowded again. In 1919, Kirin Provincial Office, “as rapid development of Sijiazi, where became overcrowded and land price was high,” with the Ministry of Internal Affairs, the Republic of China, approved to establish the Un-Treaty Port Bureau and allocate Quaner River, Taiping Bridge to Binjiang County for new business district construction, later, which was suspended as “funds shortage, landlord objected”. In 1922, Binjiang County established the Un-Treaty Bureau again, and compiled “Binjiang County Un-Treaty Port plan”, Quaner River, Taiping Bridge and Sanke
Tree were planned as new business district, urban area increased to 16.67 square kilometers. (Fig.5) (Harbin Local History Compilation Committee, 1998) During this period, national industry and commerce rapidly developed, national capital largely accumulated, with the financial investment of foreign bank, urban area continuously expanded, large-scale commercial building continuously emerged, for example, in 1921, Daluo New Global Store, founded by the national capitalist Wu Baixiang, opened on Zhengyang Street, which was very prosperous. (Fig.6)

In the 1920s, the Right Recovery Campaign initiated, the Chinese authority of Harbin tried their best to recover the political right and economic right of the C.E.R. “Subsidiary Land”, as a result, the plan of new business district had hardly been implemented. (Yue Chiming, 2014) In May 1929, Kirin Provincial Office set up Binjiang Municipal Preparatory Office, allocated Fuchiatien, Sijiazi, River Beach, Quaner River, Taiping Bridge to Form Binjiang City, separated from Binjiang County, became the municipality directly under Kirin Provincial Office. (Harbin Local History Compilation Committee, 1998)

3 The Historical Value of Fuchiatien Un-Treaty Port

3.1 The Practice of “Commercial Warfare” and “Sovereignty Protection” Policy

The Protection of National Sovereignty

With the planning and construction of Un-Treaty Port in Northeast China, all provinces, including Heilongjiang Province, Kirin Province and Liaoning Province, had enacted Un-Treaty Port charters, land lease regulations, engineering regulations, taxation regulations, police regulations, etc., especially Un-Treaty Port charter were the general outline of all regulations, which made principled rules on the sovereignty, boundary, land lease, policing, engineering, tariff and prohibition, (Yang Tianhong, 2002) ensured the autonomy and dominance of the China. After opening of Fuchiatien, in January 1907, Heilongjiang governor Cheng Dequan proposed “Harbin had opened, Un-Treaty Port Company should be set up urgently for construction and management.” In December, which was formally established and began to manage business affairs of Heilongjiang Province and Kirin Province. At the same time, promulgated “22 Regulations of Un-Treaty Port Lease and Construction”, first of all, stipulated all right, such as police, sanitation, hospital, quarantine, road, water, electricity, telephone, post, etc., “all of these managed by Chinese themselves, and foreigners must not intervene.” Chinese businessman and foreign businessman equally leased land and paid taxes. (Xu Shichang, 1989) Land was leased in fang (方), rent was determined by grade, and lease term was 40 years. When the leased land would be constructed, whether Chinese businessman or foreign businessman, the construction drawings must be approved by Un-Treaty Port Company, otherwise, the construction was not allowed. In addition, since land lease contract was signed, the building should be completed within two years, if could not completed on time, need to provide the reason and the delay should not exceed one year. (Xu Shichang, 1989) It can be seen that Fuchiatien Un-Treaty Port was opened according to “Sino-Japanese Treaty of the Northeast Three Provinces” and “Annex”, however, which was completely opened by China, belonged to “reform was the response to change”, “reform initiative lied in China.” (Li Xisuo, 2017) The implementation of Un-Treaty Port policy, effectively prevented the indiscriminate expansion of foreign colonial power, realized the strategic goal of the “Commercial Warfare” and “Sovereignty Protection”.

The Establishment of Modern National Industry System

Since 1840, due to internal wars and external invasions, the financial situation of Qing government became very serious. Northeast China, as the birthplace of Qing Dynasty, long-term implemented the ban policy, the economic problem was particularly serious. In 1907, with the implementation of the New Policy Reform, Kirin was reorganized into province, the association was suspended, led to the financial expenditure difficult and the
economy development stopped. After the opening of Fuchiatien, in order to establish social welfare undertakings and modern industry, Un-Treaty Port Company raised funds through “interest loans” (息借商款), recruited Chinese shares 500,000 yuan, which was borrowed from the gentle merchants in the form of interest payment to set up various public undertakings. (Yang Tianhong, 2002) In 1913, Binjiang County was established, gentle merchants set up Binjiang Development Company, through fund-raising, released land in Sijiazi, filled River Beach and built new wharf. (Harbin Local History Compilation Committee, 1998) In 1917, local gentlemen and merchants established the Fucheng Real Estate Joint-Stock Company (known as Hequan Company) to develop the Sijiazi business district, built the commercial center with public square, theater, amusement and other functions. (Yue Chiming, 2014) By 1919, Fuchiatien, where national industry and commerce were established one by one, and the economy and trade were rapidly developed, “there are about 4,000 shops in total, and the business license are divided into fourteen grades. According to statistics, there are 900 shops in the former six grades, 35 grain trade exchanges, 95 grain trade agents, 230 Qianzhuang (钱庄), 18 mechanical flour mills, 21 mechanical oil mills, 20 silk shops and pharmacies, 6 foreign banks, 18 domestic banks, 15 gold and silver jewelry stores, 100 foreign goods groceries, 6 Shaoguo (烧锅), 5 Dangpu (当铺), 50 cargo yards, 150 clothing stores, 60 grain stores, 18 porcelain stores, 20 soap and candle plants, 5 iron plants.” Where had formed relatively complete modern national industrial and commercial system. (the General Management Office of the Bank of China, 1919) In addition, Fuchiatien was the water and land transport hub of the Sungari River and The C.E.R., the international trade was very prosperous and always maintained the export surplus, in 1928, up to 62.38 million Customs Liang (海关两). “In terms of the export surplus, Bingjiang Customs is the first of the six largest customs among 45 customs of China.” (Harbin Archives Ed., 1991) In terms of customs revenue, Fuchiatien ranked seventh among the major commercial port of China, (Yang Tianhong, 2002) which effectively alleviated the dilemma of the government financial shortage.

3.2 The Modernization of Urban Planning and Management

At the begin of the 20th century, the construction of Un-Treaty Port coincided with the “New Policy Reform” in the late Qing Dynasty, the modernization of urban planning and management was an important reform goal. The planning and construction of the Fuchiatien, although could draw on the experience of the C.E.R. “Subsidiary Land”, but more was independently explore based on the needs of the Chinese modern social, political and economic development, continuing the Chinese traditional urban model, drawing lessons from Un-Treaty construction, has very clear modernization characteristics.

The Modernization of Urban Planning and Construction

![Fig.7. Fuchiatien Taigu Street in 1900](Li Shuxiao, 2000) ![Fig.8. Fuchiatien Urban Form in 1910](Wu Lien The, 1911)

After the opening of Fuchiatien, the urban planning and construction was the response of the changes of external political environment and the needs of internal social development, which was based on the spontaneous traditional "Street Market" （街市） model, and gradually evolved into the modern urban form. In 1898, with the C.E.R. construction, a large number of Chinese immigrated into Fuchiatien, following Chinese traditional business model, using street for trade, spontaneously forming the urban form with typical “Street Market” characteristics. According to Shi Guangzheng’s description, a Japanese spy lived in Harbin in 1900, “at that time, Fuchiatien was the Sungari River steamer wharf, connected to the railway station, where water and land transportation was convenient. Fuchiatien also was the business district, where were about 800 households, mostly were Chinese traditional buildings, very prosperous. (Ji Fenghui, Duan Guangda, 1998)(Fig.7) In 1907, after the opening, the problem of urban planning and construction was followed, Fuchiatien learned from the “Yuezhou Model”, the Un-Treaty Port construction experience, “referencing for planning and construction.” On the basis of existing foundation, Fuchiatien further expanded the traditional “Street Market” construction by delineating scope, surveying terrain, making plan, building road, releasing land, etc. (Fig.8) In 1913, after the establishment of Binjiang County, successively compiled and implemented the Fuchiatien renovation plan, the River Beach landfill
The Modernization of Urban Management and Operation

Before the opening, Fuchiatien spontaneously formed the “Street Market” function, where had not yet formed the municipal function. After the opening, the urban management and operation gradually modernized, mainly in: First, the modernization of the urban construction management. In order to attract investment, land lease, block construction, promulgated “22 Articles of the Un-Treaty Port Land Lease and Construction Chapter”, supervised by Un-Treaty Port Company, the graded system was established for land lease and tax collection, the rent of the superior land was 200 Jiyang (吉洋) per Fang (方), the medium land was 150 Jiyang per Fang, the inferior land was 100 Jiyang per Fang. The tax of the superior land was 125 Jiyang per Fang, the medium land was 90 Jiyang per Fang, the inferior land was 60 Jiyang per Fang. (Zhang Jiayu, 2008) By 1917, the land lease chapter was further improved, the land of prosperous block was set to the superior level, the land of ordinary block was set to the medium level, the land of remote block was set to the inferior level, and then, according to the specific situation, each level land again was divided into three grades, all the land was divided into three levels and nine grades. (Harbin Local History Compilation Committee, 1998) at the same time, the chapter also had detailed regulations on the quantity of land lease and the time limit for construction. Second, the modernization of municipal public facilities management. With the urban expansion, the concept of urban management and operation had gradually formed, meanwhile, the demand for municipal facilities construction had also been put on agenda. Based on these, Fuchiatien set up municipal institutions, formulated professional regulations, and raised funds for the public facilities, covering wide range of road, drainage, urban form, landscape and sanitation. (Tab.1) For example, in terms of road construction, in 1916, Binjiang County Office issued “Notice to Ban Dumping Sewage”, renovated the historical street of Fuchiatien, and excavated the open drain. In 1929, Binjiang Municipal Preparatory Office promulgated “Road Drain Construction Regulation”, comprehensively changed open drain into close drain. Provisional Building Rules of Binjiang Municipal Preparatory Office, divided the road into five grades, the road red line width was from 22 meters to 10 meters, and gradually implemented the expansion of road red line. In 1931, promulgated “Binjiang Municipal Reconstruction Plan”, divided the road into 6 grades, further expanded the road red line width to 57 meters to 20 meters. (Harbin Local History Compilation Committee, 1998) In terms of landscape, in 1917, Binjiang County Office constructed Binjiang Park, hired gardener for maintenance, established rules for user. Meanwhile, determined the Chinese Qingming Festival as
Arbor Day, organized county office, various agencies and schools plant trees in parks, squares and main streets to improve the urban landscape. (Harbin Local History Compilation Committee, 1998) After the opening of Fuchiatien, local authority had continuously improved the urban space to meet the social needs, through the establishment of municipal institutions, the formulation of notices, chapters and regulations, to promote the land lease, the building construction, the municipal facility operation, gradually explored the modern urban management and operation in practice.

<table>
<thead>
<tr>
<th>Regulation Name</th>
<th>Issuing Authority</th>
<th>Issuing Time</th>
<th>Abolition Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice to Protect the Road</td>
<td>Binjiang County Office</td>
<td>1916</td>
<td>1932</td>
</tr>
<tr>
<td>Notice to Ban Dumping Sewage</td>
<td>Binjiang County Office</td>
<td>1916.11</td>
<td>1932</td>
</tr>
<tr>
<td>Clearing Street and Pedestrian Regulation</td>
<td>Binjiang County Office</td>
<td>1918.11</td>
<td>Unknown</td>
</tr>
<tr>
<td>Clearing Urban Garbage and Sewage Regulation</td>
<td>Binjiang County Health Bureau</td>
<td>1922.03</td>
<td>1932</td>
</tr>
<tr>
<td>Road Drain Construction Regulation</td>
<td>Binjiang Municipal Office</td>
<td>1929</td>
<td>1931</td>
</tr>
</tbody>
</table>

Conclusion
Since the Frist Opium War in 1840, with gradually deepening of the national crisis, Qing government successively carried out the explorations and attempts at technical, institutional and cultural levels. By the beginning of the 20th century, Qing government fully implemented the “New Policy Reform”, “Un-Treaty Port” “Commercial Warfare” “Sovereignty Protection” were the important measures of the reform. In 1907, according to the treaty, Fuchiatien opened as “Un-Treaty Port”, through the establishment of administrative institutions, the formulation of regulations, the demarcation of scope, and the lease of land, where gradually became an important commercial city in Northeast China. After the opening of Fuchiatien, the formulation and implementation of the regulations effectively ensured the autonomy of the municipal construction, police, judicial and taxation rights. With nearly 30 years of development, a relative complete national industrial and commercial system had been formed, and the government financial shortage also had been improved markedly, the national policy of “Un-Treaty Port” “Commercial Warfare” “Sovereignty Protection” had been effectively implemented. In terms of urban space, based on Fuchiatien, gradually expanded to Sijiazi, River Beach, Quaner River, Taiping Bridge, Sanke Tree. In terms of urban planning and construction, which showed the evolutionary trend of the spontaneous form, the traditional “Street Market” form and the central square plus radioactive road form. In terms of urban management and operation, the formulation and implementation of modern rules, regulations, laws, and the construction and operation of modern municipal facilities had well met the needs of urban modernization. In particular, relying on the advantages of water and land transportation hub, by the 1920s, Fuchiatien, through the renovation of urban space, the build of large commercial center, and the construction of modern park, which established the economic status in the “Un-Treaty Port” of China, could compare with the C.E.R. “Subsidiary Land”, demonstrated the urban construction ability and management ability of the Chinese nation, and confirmed the “Historical Presence” of the Chinese nation in Northeast China urbanization and modernization.

Bibliography
Li Xisuo, Li Lairong. 2017. Modern Chinese History: Crisis and Change [M]. Beijing: Zhongxin Publishing Group
Harbin Local History Compilation Committee. 1998. Harbin Chorography • Urban Plan • Land • Municipal Public Facilities [M]. Heilongjiang Provincial People’s Publishing House
Mou Xuexian, Dai Xiupeng. 1912. Kirin Province Map [M]. Kirin Civil Affairs Division
Li Xisuo, Li Lairong. 2017. Modern Chinese History: Crisis and Change [M]. Beijing: Zhongxin Publishing Group
Li Shuxiao etc. 2000. Harbin Old Photo [M]. People’s Fine Arts Publishing House
Wu Lien Teh. 1911. View of Harbin (Fuchiatien) taken During the Plague Epidemic [M]. the Commercial Press. Ltd., Sahnghai